

the matter. He resides near Poughkeepsie, and obtained last Saturday a leave of absence for four or five days and went thither. It is understood that he has returned.

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AN UNNATURAL FATHER REBUKED.

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A man giving his name as Clifton, and

A man giving his name as Clinton, and claiming to be the father of the young girl Teresa Clinton, alias Small, who was taken from the house at No. 16 E. 12th street, by President Gardner yesterday and

First, asked on Friday, the 11th, whether he would not be sorry to see his daughter returned to him. President Garfield vehemently demanded of him how he dare come there on such an errand after disposing of his own child for \$200 to the keeper of one of the worst penitentiaries in the city. He declared that the visitor was one of the most contemptible wretches he had ever met, adding that he would not give up his child until he ordered to do so by the Court, and that, could he do so, he would send the unnatural parent to the State Prison, to hang slunk away. President Garfield and the staff divined the nature of the details of which are revolting, and amply justify President Garfield in his refusal to give up the child to those who claim to be her parents.

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## OCEAN PERILS.

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### THE ABANDONED EUROPE.

STORY OF THE LAST DAYS ON BOARD OF THE FAILED STEAMSHIP—CHIEF OFFICER BUCK'S EXPERIENCE.

Allan Buck, chief officer of the National steamship Egypt, late of the Greece, who took charge of the French steamship Europe after her abandonment

Wednesday. He has made an official statement of his

On Thursday, April 2, I took the bridge after dinner, and when I stepped out, I immediately said to myself, "There is a steamer to the southward, going the same way." I took the glass and examined her, and saw at once that she was one of the Transatlantic Company's ships, and that she was a steamer. I saw her coming from her mizenmast, but it was nearly a clock before I could make it out to indicate "I want immediate assistance." I went down and told Capt. Thomas, and he immediately sent a boat to the southward, and when we found that she had another signal at the main, indicating "I am sinking." We immediately bore up, and ran close along her stern, when we saw that she was in a bad way, and that the boats were clearing away their boats. We immediately lowered our largest boats, I taking charge of one. At this time there was a strong wind from the northward, with a heavy sea, and the steamer was making a good deal of headway. I hailed the bridge, and asked the captain what was the matter with his vessel, and he answered in English, "We are sinking, and we are sinking as fast as we can make it as quickly as possible." So we

Capt. Lemaire was the last man to leave. On reaching

the Greece we consulted, and I returned to the Europe about 8 1/2 p. m., with Mr. Douglas, chief engineer of the Greece, Mr. Simpson, third engineer, and the chief officer of the Europe. I also wanted the chief engineer of the Europe, but was kept waiting so long in the boat, pitching about alongside, that I was compelled to shove

off without her. We went down into the engine-room of the Europe, and found there not more than 100 gallons of water. We searched the cargo compartments, and found there no more water than any steamer might have in. We returned to the Greece and told Capt. Thomas that we had found the water. He was very much surprised by her all night, and at 4 o'clock next morning, with Mr. Douglas, we again boarded the Europe. We found that the water had increased in the engine-room, and that the cargo compartments were empty. Returned again to the Greece and reported, and, after consultation with Capt. Thomas, determined to make the attempt to save her. Mr. Webster, fourth officer, was ordered to take her. She was 22 ft. long by 22 ft. high. We left the Greece in two boats about 7 a. m. Capt. Thomas had

"Yes." We told him that he might proceed on his voyage, which he immediately did. I then set every one to

to work to reduce the water in the engine-room, but finding that it still gained, we gave all our attention to the cargo compartments, hoping to be able to keep them free and by this means keep the vessel afloat when the engine-room was full. At midnight on Friday a steamer passed bound east, but paid no attention to the signals I made. On Saturday, at noon, a steamer was reported to the

northward, which though a long way off, I at once knew to be the Egypt. I signaled, asking to be taken

in tow. Two hawsers were successfully passed, and made fast on the upper deck, but after towing a little while both hawsers parted, and Capt. Grogan signalled us to quit the vessel as fast as possible, and as there was now about 23 feet of water in the engine-room and stokehold, and 8 feet 6 inches in the forward compart-

ments, there was nothing left for us but to abandon her. We arrived on board of the Egypt at 8 p. m., and

she immediately proceeded on her course to Quebec town.

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L'AMERIQUE.

DETAILED ACCOUNT OF THE ABANDONMENT OF THE  
STEAMER.

The *Courrier des Etats Unis* publishes an account, given by two passengers of the Amerique, of the abandonment of the steamer, from which the following is translated :

We had tolerably fair weather from the day of our departure from New-York until Sunday, April 12, when we suddenly became a tempest and the sea began to rise. On Monday morning the hurricane burst in all its fury. The wind blowing from the north-west, raised immen-

off every movable object. The smokepipe was partially torn out of its place, and the water pouring in the com-

[illegible]

a consultation was held by the engineers and captain and further unavailing searches were made to find out

In the saloon and cabins of the passenger liner, many of the passengers in the strange movements of the vessel something abnormal, went off the deck, and by the disordered motion perceived that the ship was in danger. "The ship is going down," was heard on the bridge perfectly calm, saying nothing, but intently scanning the horizon. About 10 p.m. the ship was in the middle of the straits and the machinery in motion. Beds and chairs were demolished to provide fuel, but was in vain. The ship was sinking and the American hung out signals of distress, to which the vessels responded. At the meantime Capt. Rousseau summoned all the passengers and crew on deck and to the land lifeboats to direct on their life-preservers. The consternation produced by this significant order lasted but a few moments, for the floating vessel was held fast by the strong current, and the work of the transfer would be easily accomplished despite the heavy waves. We were all at the deck, and the work of the engineers. At the command of the captain these brave men plunged again into the sea, and tried to discover the leak; and this last effort failing, all efforts were directed toward saving the passengers.

Norwegian girls, which was about half a mile from the steamer, and which did its best to reach the boats and

out to the Cape Horn wharf. The captain, a German, and the rest of the passengers and the crew, temping them, by taking their turns and behaving with the most perfect politeness. There began a scene never to be forgotten. The pilot, Mace by name, leaped into the boat and took his stand among the oarsmen. Planting himself firmly, by straddling across the boat, he ordered the crew to "pull!" "pull!" "pull!" When the ladders were overrowed as one might fish packages of merchandise, the rescued human beings, frozen as it were, with fear and laid them down in the bottom of the boat. When this boat was full he transferred his services to the second, and then to the third, until the last boat was full. When the year boat is tossed under feet, and women and children are raised, down upon your head, it is to show, indeed,

other passengers were transferred to the Italian vessel. In the meantime the sea had become more violent, and

The embarkation was attended with great danger. Many were bruised and wounded by leaping into the boats. The work of climbing on board was so difficult that the passengers standing on the deck, which the passengers left until they were pulled up to the deck. In this difficult ascent, the struggling passengers were dashed against the sides of the boats. One man, who had been five times into the water. His hands were pinned to the side of the boat, and he was held there for some time, by clinging to the side of the boat. The First Lieutenant, Rogers, fell into the water, and was held there for some time, by clinging to the side of the boat. The Captain was held there for some time, by clinging to the side of the boat. The Captain was held there for some time, by clinging to the side of the boat.

peared. Near the spot an arm was seen for an instant above the water—and that was all.

**BASE BALL.**

The Mutuals of this city played their first championship game this season, yesterday, with the new Hartford nine, at Hartford, and were defeated by a score of 10 to 7.

The second game of the championship series between the Athletic and Baltimore clubs was played in Philadelphia yesterday, and was witnessed by about 1,000 persons. The fielding of both nines was capital, the Athletics doing the best batting. Following is the score by innings:

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	Total
Athletic.....	2	0	1	0	4	0	0	1	3	— 11
Baltimore.....	0	0	0	0	0	2	0	0	8	— 8